

CLASSIFICATION SECRET

NOFORN

COUNTRY East Germany

REPORT

TOPIC Briesen Airfield

25X1

25X1

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

PREPARED 1 August 1955

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

25X1

1. The following air activity and aircraft were observed at Briesen airfield between 22 June and 5 July 1955:

*add.* 22 June. There was an 8/10 overcast at an altitude of about 600 meters, rainy weather, and visibility of about 3 km. After 0700, 4 Il-28s                      25X1 individually took off at intervals of about 5 minutes. They used a runway length of about 1,000 meters, then lifted off the ground and slowly climbed. All aircraft had auxiliary fuel tanks. The aircraft 25X1 circled over the field in various directions and at altitudes between 800 and 1,000 meters and, at about 0735, landed at intervals of about 3,000 meters. Similar flights were repeatedly made by the same aircraft up to about 1100. The aircraft which were not involved in air activity were parked under camouflage along the edges of the wood around the airfield.

*add.* 23 June. There was the same weather as on the preceding day. At 0715, 11 Il-28s                      25X1 and 1 Il-28                      25X1 took off individually and at intervals of 3 minutes. About 10 minutes after take-off to the west, the aircraft crossed over the field flying                      above the clouds. About 30 minutes after the take-off by the first plane and about 2 minutes after the last Il-28, the aircraft began to land                      the east at distances of about 3,000 meters. After the landings, the aircraft were towed by small trucks to the dispersal area along                      the field. The described exercise was repeated twice until about                      air activity was discontinued. A total of 40 Il-28s and 2 Li-2s were                      the edges of the wood. The aircraft were recognized by their                      were covered with twigs and branches.

24, 25 and 26 June. There was no air activity. 25X1

*add.* 27 June. There was a 7/10 overcast at an altitude of about 2,000 meters and visibility of about 10 km. At 0700, 9 Il-28s                      and 37                      individually took off at intervals of about 10 minutes. After the take-off, the aircraft repeatedly crossed over the field in various directions and at an altitude of about 600 meters. After about 45 minutes, the aircraft individually landed at intervals of 10 minutes. At about 1100, air activity was discontinued. 25X1

28 June. No air activity was conducted.

FLASH (21)

25X1

CLASSIFICATION SECRET

25X1

-2-

29 June. There was no air activity by the Il-28s stationed at the field. Between 0600 and 1200, jet bombers [redacted] repeatedly crossed over the field flying in spread-out formations of 4 at altitudes of between 300 and 1,000 meters. The distance and interval between the individual aircraft was 500 to 600 meters. Shortly before the aircraft appeared, a siren was sounded at the field for about 30 seconds. Five approach flights were observed. During the morning, no activity by personnel, aircraft, or motor vehicles was observed at the field.

25X1

2 and 3 July. There was no air activity.

4 July. No flights were made throughout the day. At 2100, take-offs were made at intervals of about 1 minute by Il-28s without auxiliary fuel tanks. After the take-off, the aircraft flew straight toward west and individually disappeared in the clouds. By about 2116, 15 jet bombers took off. At that time, the first landing was made. Subsequently, the other 14 aircraft landed at intervals of 90 seconds at most. Between the landings by the last 7 aircraft, the next Il-28s individually took off. Air activity was such an intensity as had never before been observed at night. Sometimes, up to 15 aircraft were simultaneously aloft, most of the flights being made over the clouds.

5 July. There was a 10/10 overcast at an altitude of 700 meters and visibility of about 3 km. Beginning at 0800, there was air activity by the Il-28s which were parked at the western end of the southern taxiway. The first engine was started at 0758 and about 30 seconds later, the second jet engine started. Immediately afterward, this Il-28 taxied from the group of 12 aircraft to the eastern end of the runway. The aircraft stopped for about 2 minutes on the connecting lane between the southern taxiway and the runway. Then it turned on to the runway and taxied along a strip of about 1,100 meters on the runway. It became airborne at 0803. After the take-off, the aircraft disappeared in the dust and, after about 3 minutes it returned from the east at an altitude of about 600 meters. The landing was made at 0809. In the meantime, another aircraft had taxied to the runway after waiting also for about 2 minutes on the connecting lane. The next aircraft remained aloft for 10 to 15 minutes. All aircraft had auxiliary fuel tanks.

1300, air activity was discontinued. The intervals between individual flights lasted up to 30 minutes. At 1400, 28 Il-28s were parked in front of the buildings just north of the southern taxiway and 12 Il-28s covered with olive-drab tarpaulins were parked at the western end of this taxiway. The latter aircraft had been involved in air activity. One Li-2 was parked in front of the flight control station.

25X1

2. On 4 July, the runway and southern taxiway were lighted during night flying activity. Four green and 9 red lamps were observed at the eastern end of the runway. When the green lights were switched on, aircraft approached for landing. Immediately, after crossing over the green lights these were switched off again and the new red lights flashed up until the landing aircraft had cleared the runway. The red lights were also in operation until a taking-off aircraft became airborne. A red searchlight, located 350 to 400 meters east of the eastern end of the runway, gave the following morse signal toward the landing aircraft at intervals of 30 seconds: "- . . - ." Air activity lasted until about 0300. All aircraft had set their usual position lights (i.e. starboard green, port red,

25X1

25X1

-3-

and tail white) but 2 or 3 km. before touching the runway they changed this combination to a green light both on the starboard and port side, a red light at the nose, and a white light at the tail. <sup>2</sup>

3. The following procedures were observed while the aircraft taxied to the take-off point and on the dispersal areas after landing:  
Before air activity began, the Il-28s taxied under <sup>own</sup> power and at irregular succession from the groups of aircraft, turned into the taxiway, stopped on the connecting lane just before and lateral to the runway, turned onto the runway as soon as the clearance to take-off was given and took off without stopping another time. So far the southern taxiway has only been used for taxiing to the take-off point, while the northern taxiway was only used by aircraft which taxied to the zeroing-in stand or to the revetments at the edge of the road.
4. The following observations were made on the starboard of the pilot's cabin of one aircraft which taxied from the dispersal areas to the take-off point. ~~\_\_\_\_\_~~ its cabin was glazed, while the rear portion of ~~\_\_\_\_\_~~ was made of metal. The glass roof could be opened ~~\_\_\_\_\_~~, possibly 2 apertures or windows, were seen on the metal section. The front aperture was rectangular and the rear aperture round. A wire extended from the pilot's cabin to the rudder assembly and presumably terminated at the black stripe on the starboard of the rudder which had been seen several times. <sup>3</sup>

5.

25X1

1. Comment. Another report contained the first information that presumably the bomber unit from Welzow with 12 Il-28s has been stationed at Briesen airfield since 15 June 1955 in addition to the bomber regiment previously located there. ~~\_\_\_\_\_~~ The aircraft of this unit were parked at the western end of the southern taxiway. <sup>25X1</sup>

~~\_\_\_\_\_~~ On 28 June, a camouflage and air-defense exercise was presumably held. The information on intensive air activity at Briesen airfield confirms the good training status of the bomber units stationed there. <sup>25X1</sup>

2. Comment. The morse signal stands for D and N. It is possible that one point was not seen and that the letters B and N were actually flashed. These letters might be the initial and end letters of Briesen. The information on the change of position lights before landing is received for the first time. ~~\_\_\_\_\_~~ <sup>25X1</sup>

3.